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## CHINA'S REPLY TO JAPAN'S PROPOSALS.

ALLIGES INSINCERITY OF JAPAN'S DESIRE TO SETTLE.

PEKING, October 18th.  
The following is a translation of the memorandum sent by the Chinese Government to the Japanese Legation yesterday in reply to the Japanese Minister's Memorandum of September 7th, requesting the opening of direct negotiations regarding Shantung:

### MEMORANDUM.

With reference to the important Shantung question, which is now pending between China and Japan, China has indeed been most desirous of an early settlement for the restitution of her sovereign rights and territory. The reason why China has not until now been able to commence negotiations with Japan is that the bases upon which Japan claims to negotiate are all of a nature either highly objectionable to the Chinese Government and the Chinese people, or such to which they have never given their recognition. Furthermore, in regard to the Shantung question, although Japan has made many vague declarations, she has in fact had no plan which is fundamentally acceptable. Therefore, the case has been pending for many years, much to the surprise of China.

On September 7th Japan submitted certain proposals for the readjustment of the Shantung question in the form of a memorandum, together with a verbal statement by the Japanese Minister to the effect that in view of the great principle of Sino-Japanese friendship, Japan had decided upon this fair and just plan as a final concession, etcetera. The careful consideration of the Chinese Government is still incompatible with the repeated declaration of the Chinese Government, with the hope and expectations of the Chinese people and with the principles laid down in the Treaties between China and the foreign Powers. If those proposals are to be considered the final concession on the part of Japan, they surely fall short in proving the sincerity of Japan's desire to settle the question.

### UNCONDITIONAL RETURN OF KIAOCHOW BAY.

1.—The lease of Kiaochow Bay expired immediately on China's declaration of war with Germany. Now that Japan is only in military occupation of the leased territory, the latter should be entirely returned to China without conditions. There can be no question of any leasehold.

### NO NECESSITY FOR ESTABLISHMENT OF FOREIGN SETTLEMENT.

2.—As to the opening of Kiaochow Bay as a commercial port for the convenience of trade and residence of the nationals of all friendly Powers China has already, on previous occasions, communicated her intention to do so to the Powers, and there can be no necessity for the establishment of any foreign settlement. Again, agricultural pursuits concern the vital existence of the people of this country and according to the usual practice in many countries no foreigners are permitted to engage in them. The vested rights of foreigners obtained through legitimate processes under the German regime shall, of course, be respected but those obtained by force and compulsion during the period of Japanese military occupation and against law and treaties can in no wise be recognised. And again, although this same article, in advocating the opening of cities and towns of Shantung as commercial ports, agrees with China's intention and desire of developing commerce, the opening of such places should, nevertheless, be left to China's own judgment and selection in accordance with circumstances. As to the regulations governing the opening of such places, China will undoubtedly bear in mind the object of affording facilities to international trade and formulate them according to established precedents of self-opened ports, and sees, therefore, no necessity in this matter for any previous negotiations.

### SHANTUNG RAILWAY SHOULD BE GIVEN TO CHINA.

3.—The joint operation of the Shantung Railway (that is, the Kiaochow-Tsinan line) by China and Japan is objected to by the entire Chinese people. It is because in all countries there ought to be a unified system for railways, and joint operation destroys unity of railway management and impairs the rights of sovereignty. And, in view of the evils of the previous cases of joint operation and the impossibility of correcting them, China can now no longer recognise it as a matter of principle. The whole line of the Shantung Railway, together with the right of control and management thereof, should be completely handed over to China, and after a just valuation of its capital and properties, one-half of the whole value of the line shall be paid by China within a fixed period. As to the mines appurtenant to the Shantung Railway which were already operated by the Germans, their plan of operation shall be fixed in accordance with Chinese Mining Law.

### CHEFOO-WEIHAIEN RAILWAY.

5.—With reference to the construction of the extensions of the Shantung Railway, that is, the Tsinan-Shunchow and Kiaochow-Hsuechow lines, China will, as a matter of course, negotiate with international financial bodies. As to the Chefoo-Weihaien Railway, it is entirely a different case and cannot be discussed in the same category.

### CONTROL OF TIENTSIN CUSTOM HOUSE.

6.—The Customs House at Tientsin was formerly situated in a leased territory and the system of administration differed slightly from others. When the leased territory is restored, the Customs House there should be placed under the complete control and management of the Chinese Government and should not be different from the other Customs Houses in its system of administration.

## CHINA'S TITLE TO ALL PUBLIC PROPERTIES.

7.—The extent of public properties is too wide to be limited only to that portion used for "administrative purposes." The meaning of the statement in the Japanese Memorandum that such property will "in principle" be transferred to China, etc., rather lacks clearness. If it is the sincere wish of Japan to return all the public properties to China, she ought to hand over completely the various kinds of official, semi-official, municipal and other public properties and enterprises to China to be distributed according to their nature and kind to the administrations of the Central and local Authorities, to the Municipal Council and to the Chinese Customs, etc., as the case may be. Regarding this, there is no necessity for any "special arrangement," and

### WITHDRAWAL OF TROOPS.

9.—The question of the withdrawal of Japanese troops from the Province of Shantung bears no connection with the retrocession of the Kiaochow leased territory, and the Chinese Government has repeatedly urged for its actual execution. It is only proper that the entire Japanese army of occupation should now be immediately evacuated. As to the police of the Kiaochow-Tsinan Railway, China will immediately send a suitable force of Chinese Railway Police to take over these duties.

### CHINA RESERVES RIGHT TO SEEK SOLUTION OF QUESTION.

The foregoing statement gives only the main points which are unsatisfactory and concerning which the Chinese Government feels it absolutely necessary to make a clear declaration. Further, in view of the marked difference of opinion between the two countries and apprehending that the case might long remain unsettled, China reserves the right to herself to seek a solution of the question whenever a suitable occasion presents itself.

## AMERICA AND JAPAN.

SPEECH BY GENERAL LEONARD WOOD.

### "ALL WAR TALK NONSENSE."

Major-General Wood who has just been inaugurated Governor-General of the Philippine Islands made a happy address recently before the members of the Japan-America Society at the Bankers' Club, Tokyo, at a banquet at which he and Mr. W. Cameron Forbes were the special guests of honour. "All such loose and foolish talk is nonsense," he declared, a vigorous sentiment that was loudly cheered.

There is not a single issue between the two nations, he declared, that furnishes any justification whatever for the suggestion that the two nations which fought side by side in the great war for humanity should now turn against and fight each other.

"I think that I know the American people well," declared the speaker, "and I know that on their part there is no desire and no intention to dwell in any but the most friendly relations with their neighbours of Japan."

### THE ENTWINED BANNERS.

"The two flags which you see together around these walls, the flags of Japan and America, stood side by side in the Great War, in the battle for fair dealing between nations and for respect for the rights of smaller peoples. They are going to stand together always on the side of right. Loose, idle reports, telegraphed from one country to the other by irresponsible persons, have been largely responsible for this talk of strained relations. But our relations are not strained and they are going always to be good."

"We want to build up our trade and commerce with the rest of the world, but we welcome every opportunity for open and fair competition. We are sure that that is all that your people ask, too. In these days following the World War we are all facing strenuous competition. We must look to our commercial laurels. But there is room enough for all, markets enough for each of us to win his fair share by fair and honourable competition."

### NO GREAT ISSUES NOW.

"It would be a terrible reflection on modern civilization if two great peoples like Japan and the United States could not get together around the conference board and settle all or nearly all their difficulties. We cannot hide the fact, of course, that great issues may arise that will challenge all our will and diplomacy to solve. But there is nothing in the present situation between Japan and America that justifies even the suspicion of such an issue."

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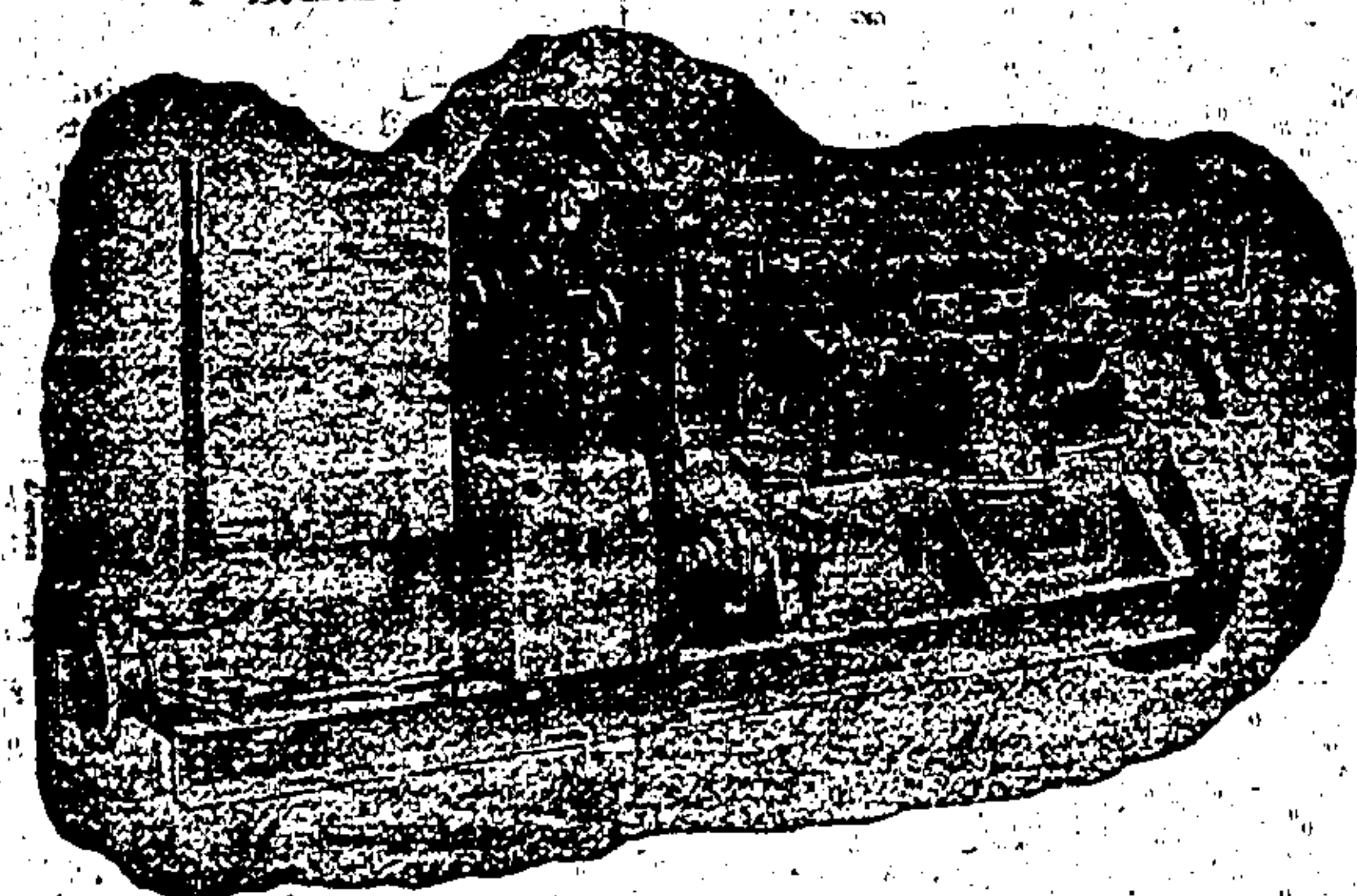
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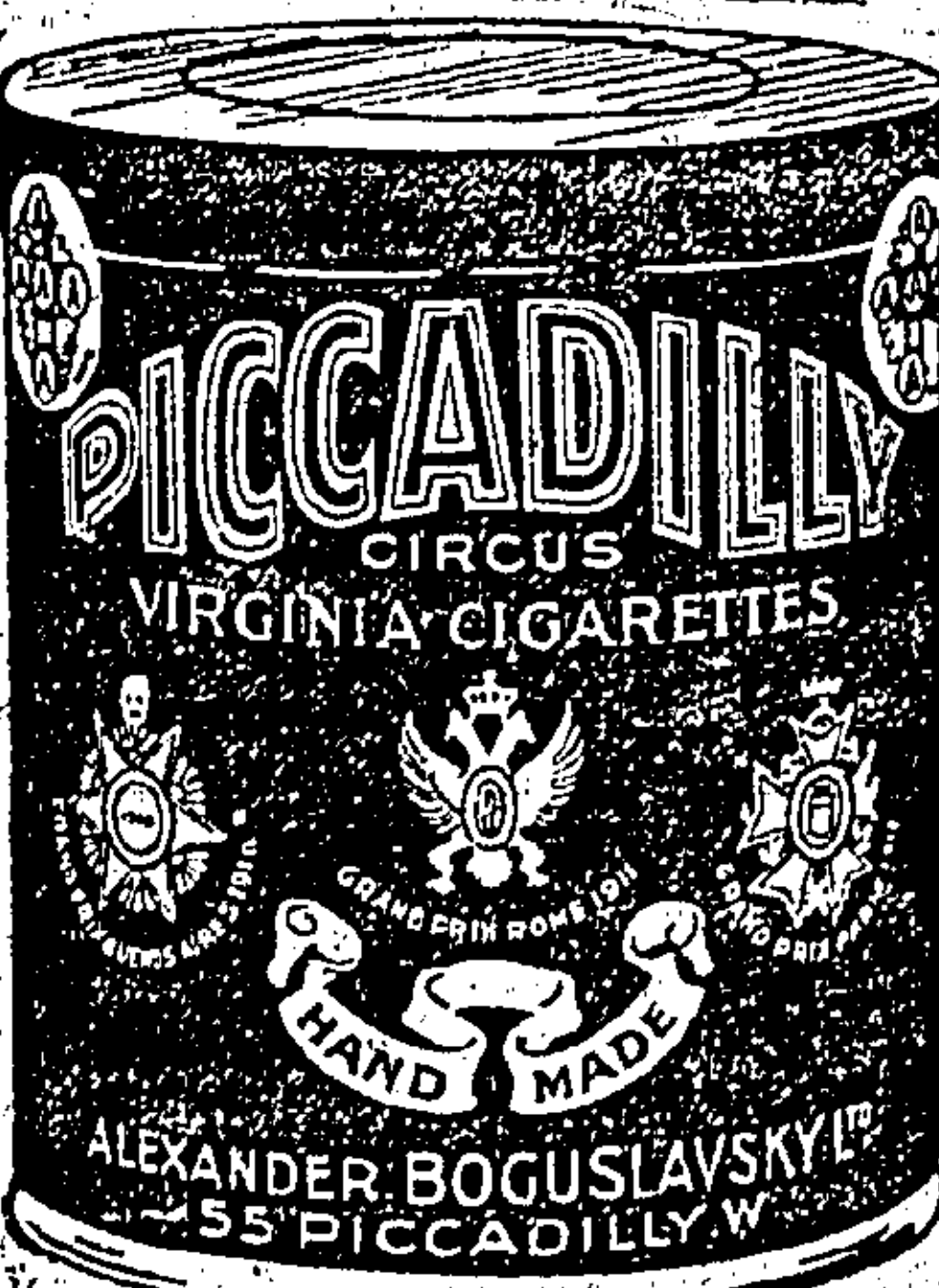
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## VISIT OF THE PRINCE OF WALES.

## ARRANGEMENTS COMMITTEE FORMED.

H.E. the Governor (Sir R. E. Stubbs, K.C.M.G.) presided yesterday at noon over a representative meeting of leading citizens who assembled in the City Hall at His Excellency's invitation, to take preliminary measures in preparation for the visit of H.R.H. the Prince of Wales next April.

H.E. the Governor said: The reason I have asked you to come here this morning is, as you know, that His Royal Highness the Prince of Wales intends to visit the Colony on his way to Japan. I regret that the stay of His Royal Highness in the Colony will be very short; he proposes to arrive on the morning of the 8th and leave on the morning of the 10th, so it is clear we cannot do very much for him while he is here. But you will all share my desire to give His Royal Highness, during his short stay as good a time as we can and show our loyalty to him and the Royal House.—(Applause.)

His Excellency went on to explain that for this purpose he had summoned the meeting with a view to appointing the reception committee to make the arrangements for His Royal Highness's entertainment during the two days he would be here. The matter was one of considerable urgency because the Prince was leaving England on October 30th and the authorities at home had asked that a draft programme should be submitted before he left. The provisional programme would accordingly be telegraphed. The only indication of the Prince's wishes that had been received was that he desired to have an opportunity of playing polo.—(Applause.) For the Committee, His Excellency said, certain names would be proposed and others could be submitted by the meeting. In view of the urgency of the matter, he thought it would be desirable that the committee should be small or as small as would be reasonably representative of the Colony.

The Colonial Secretary (Hon. Mr. CLAUDE SPENCE), said that in view of the urgency to which His Excellency had alluded for drawing up the draft programme and submitting it by telegraph, it would be necessary for the committee to meet to-morrow, so that the programme could be sent off the same day. That would give good time for a reply approving or amending the programme before His Royal Highness left England. His Excellency had appointed the members of the Legislative and Executive Councils to be members of the committee and the following names were also proposed:—

The Chief Justice, Sir Wm. Rees Davies. To represent the Churches.—The Bishop of Victoria, Bishop Pozzoni; Rev. Mr. Macdonald; and the Rev. Mr. H. Clouston Porri; Sir William Brunyate, Vice-Chancellor of the University; The heads of certain firms, Mr. Edkins, of Messrs. Butterfield & Swire; Mr. D. G. M. Bernard, of Messrs. Jardine, Matheson & Co.; Mr. A. O. Lang, of Messrs. Gibb, Livingstone & Co.; Mr. Montague Ede.

Mr. Wilkinson, Mr. Hastings, and Mr. Alabaster. Two representatives of the Press—whichever they think proper to appoint. He suggested the names of Messrs. H. A. Cartwright and E. A. Hale.

The Hon. Mr. H. E. POLLOCK: Mr. Hale is on the same newspaper.

The Colonial Secretary: Other names can be suggested.

Mr. SPENCE added that sport was rather important in view of the desire of the Prince to get some polo. He had put down Brigadier-General Macnaghten and Mr. Birkett. He would make inquiries as to whether the Navy and Army wished to be represented on the Committee. It was desired that the Chinese community should be represented and in drafting the programme there might be some important arrangements in connection with outdoor celebrations. His Excellency suggested that all the Chinese Justices of the Peace should be on the Committee. Of the Indian community it was suggested there should be one representative each branch and the names proposed were Mr. Bishen Singh, Mr. H. M. E. Namassee, Mr. S. D. Mehal, Mr. F. P. Talati, and Mr. U. Ramjahan. The names of representatives of the Portuguese community were also desired.

The Hon. Mr. POLLOCK suggested that there should be one representative of each European newspaper in the Colony and that Mr. Silva Netto and Mr. J. P. Braga be appointed to represent the Portuguese community.

Brigadier-General MACNAGHTEN: Could the British Legion have a representative on the committee?

The GOVERNOR: Who would you suggest?

Brigadier-General MACNAGHTEN: I suggest Colonel Bird.

The Hon. Mr. S. B. C. ROSS said there was some doubt in the minds of his friends as to whether the committee was appointed merely for the purpose of drawing up a programme or to be a reception committee that would actually meet the Prince when he arrived in the Colony.

The GOVERNOR said that the idea was that the Committee should take charge of the arrangements and appoint a small executive committee. The first step was to draw up the programme and the second was to carry it out.

The Colonial Secretary: There is a long period between now, when we draw up the draft programme, and the time when we carry it out next year. There will no doubt be changes in the personnel, but we shall have to get suitable persons to carry out the arrangements just as we did for the Peace celebration.

I propose that the whole committee appointed now come here to-morrow to appoint to draw up a programme. The Governor would like Sir Paul Chater to be Chairman of the committee if he will accept that position.—(Applause.)—and Mr. Ross will act as Secretary.

(Continued at foot of next column.)

## LIEUT.-GEN. KIRKPATRICK'S SUCCESSOR.

## MAJOR-GENERAL SIR JOHN FOWLER.

A Reuter's cable reports to-day that Major-General Sir J. S. Fowler has been appointed to the Command of H.M.'s Forces in China.

This is the first intimation of a change in the command though it was taken for granted when Sir George Kirkpatrick was recently promoted to the rank of Lieut.-General that he would not long remain in his present position.

Major-General Sir John Sharman Fowler, R.E., K.C.M.G., was Director of Army Signals in France during the war. He was born in 1864 at Rahinstown, Co. Meath and was educated at Cheltenham College. Getting a commission in the Royal Engineers in 1886, he served in the Ismail Expedition of 1892, Chitral, 1905 (when he was mentioned in despatches and was awarded the D.S.O. and medal with clasp), the North-West Frontier of India 1897-98; and was with Tinnah Expeditionary Force (despatches and two clasps). From 1899-1902 he was on special duty with the South African Field Force, was mentioned in despatches, became brevet Major, and was awarded the Queen's medal with three clasps and the King's medal with two clasps. He served throughout the European war 1914-1918 and besides being promoted to the rank of Major-General was rewarded with the C.B. and the K.C.M.G.

Referring to the promotion of Sir George Kirkpatrick to the lieutenant-general's list, *Truth* remarks: "In these days of reduction of establishments promotion to lieutenant-general is not always a mark of those aspiring to further activity and distinction, but it carries with it certain pension advantages."

## RIGHTS OF SUB-TENANTS.

## INTERESTING POINT UNDER THE RENTS ORDINANCE.

The position of sub-tenants when a principal tenant decides to go was considered in a Rents Ordinance case before Mr. Justice Gompertz in the Summary Court, yesterday. The owner of premises in D'Aguilar Street applied for the ejection of a man who occupies a room there.

Mr. F. E. Nash, for the landlord, explained that the tenant gave notice of intention to quit, and had since moved out. The premises had been let to someone else but the defendant, to whom a room had been sub-let by the old tenant, refused to go, claiming the protection of the Rents Ordinance. Mr. Nash submitted that under the Ordinance the landlord was entitled to an ejectment order.

Mr. M. H. Turner, for the defendant, said the notice to quit had to be given by the "tenant in actual occupation" and the point was as to whether the defendant came within that definition in respect of the space he occupied. Mr. Turner argued that the facts showed that, for the purposes of the Ordinance, the defendant was a tenant in actual occupation and was not affected by a notice to quit given by the "head tenant."

His Honour said it occurred to him that the framers of the Ordinance might have intended the defendant to be a tenant in actual occupation only as between himself and the "head tenant."

"Mr. Turner said that, in construing the intention of the Ordinance, attention must be paid to conditions prevailing in the Colony at the time it was passed. He contended that the intention of the Ordinance clearly was to protect the occupiers of cubicles. Otherwise the landlord only had to conspire with the 'head tenant' in order to turn out 50 people from one house. It was never the intention of the Governor in Council to have a clause passed which would negative the whole idea of the Ordinance and he maintained that a tenant and a sub-tenant were both persons in actual occupation. Mr. Turner referred His Honour to the case of *Hilton v. Heale* but remarked that there was an important difference between the facts in that instance and in the present one. In *Hilton v. Heale* the 'head tenant' had sub-let his premises after the notice to quit was given, but in the present case the sub-tenant was in possession for some time before the notice was given."

Mr. Nash urged that it was unnecessary to examine existing conditions where the wording of the Ordinance made it quite clear that "a tenant in actual occupation" meant the immediate tenant of the landlord.

His Honour remarked that it was an interesting point and he had been wondering for some time when it would crop up. Now that it had come up he would very carefully consider the case quoted by Mr. Turner and give his decision later.

The Hon. Sir PAUL CHATER indicated his acceptance.

H.E. the Governor then put it to the meeting that the additional names proposed be added and this was agreed to, but His Excellency remarked that possibly the Press would agree that one or two representatives would be sufficient from the newspapers. He would adjourn the meeting and leave the committee in the capable hands of Sir Paul Chater.

The Colonial Secretary said he hoped members of the Committee would come to-morrow with suggestions. The main outline only was required at the moment. There were many details which could not be telegraphed.

In closing the meeting H.E. the Governor uttered a word of caution that the Prince would no doubt have a good many calls upon him during his tour and it was desirable not to make the programme too heavy.

The Committee meets, accordingly, at the City Hall at noon to-day.

## A MOTOR LAUNCH OFF LAMMA.

## POLICE PREPARATION OF CASES CRITICISED.

An interesting question concerning the preparation by the police of cases for presentation before the Magistrate was raised yesterday afternoon, before Mr. G. N. Orme. It was alleged that two Indian constables were giving false evidence in support of a charge of smuggling opium on a motor launch and that the European police officers in charge of the case knew, or ought to have known, that evidence existed which would throw doubt upon the Indian constables' statements. It was suggested, further, that if this conflict of evidence had been discovered earlier, four men would not have been kept in prison for several days awaiting trial, and if the discrepancy had been discovered at the very outset the prosecution would never have been brought at all.

Two Indian constables went out from the police station on Lamma Island, acting on a statement by an informer, to verify suspicious about the business of a motor launch and two sampans in the harbour. It appeared that opium was found on one of the sampans and the defence suggested that, to convert what they believed to be moral guilt in respect of the motor launch, into legal guilt, the over-zealous constables transferred some of the opium from the sampan to the motor launch.

At the previous hearing the constables showed some disagreement under cross-examination and the Magistrate remarked that "it struck him that, in giving his evidence, the constable was not telling the truth."

Mr. M. K. Lo, who defended, expressed himself strongly about the case which he described as a "stumped-up" one. At yesterday's hearing Mr. Lo asked the Magistrate whether he desired to hear further cross-examination of the Indian constables having regard to the opinions he expressed upon their evidence last week.

The Magistrate: Perhaps I was rather carried away by your virtuous indignation, thinking that you, knowing the facts better than I did, had good grounds for that indignation.

Mr. Lo: I hope your feelings have not cooled down because, whether virtuously or otherwise, I still feel indignant because I believe the case to be a trumped up case.

The Magistrate: It will shorten your cross-examination if you have definite evidence to disprove the evidence of the Indian constables.

Mr. Lo: I have not been able to get the passengers on the launch.

Mr. Smith suggested that the Indian constables might have been too busy searching the launch to notice the escape of the other boat.

Mr. Lo: If you can get the Magistrate to believe that, you will get him to believe anything.

Mr. Orme: Magistrates are very credulous people.

The fisherman who told the police about the opium then gave evidence. He said he saw the launch and two sampans meet in the bay; the launch went in between the two sampans. When the police boarded the launch one of the sampans moved away. He pursued it in the sampan the police had used. The men reached the shore and escaped.

The witness then declared that the opium in the two bags in Court was on the sampan which the men deserted. It was never in the motor launch, he said.

The Magistrate: Was the opium you saw at the Police Station like the opium you yourself found on the sampan?

Witness: It was the same two bags.

At this stage, Mr. Smith intervened to withdraw the case. He remarked that it was no offence for a motor launch to be tied to a sampan containing opium. This witness was apparently telling the truth. It was quite clear what the motor boat was doing, but a suspicion was not proof.

The opium was not found on the motor boat, as the Indian constables had said, and he did not think it was worth while going on with the case.

Mr. Lo: If that is so, I hope that my "virtuous indignation" will be shared, not only by the Bench, but by Mr. Smith. It is high time that the administration of justice in this Court was not polluted, consciously or unconsciously, by bringing absolute liars into Court to convict people. I don't want to make unpleasant suggestions, but it was up to the police to find out their case from the informer. They have no business to detain these men for a week knowing they will not be able to prove their case.

The Magistrate: Who knew? Do you suggest Mr. Smith knew?

Mr. Lo: It is up to the police to find out. Mr. Smith is a person for whom I entertain such high regard that I would not think of making any imputations against him. I am asking your Worship to bear me out in saying this, that the police must have known—if they did not they were guilty of gross dereliction of duty. When they opened the case they should have been in a position to indicate that a conflict of evidence would be brought out. Instead of that they have to confess at this stage that the police witnesses have not been telling the truth. The police representing the Crown—the fountain of justice—should have got this information from the informer at the outset. Mr. Smith has just whispered to me that the evidence of the informer came to him as an absolute surprise but the police should have known it long ago. I protest against this pollution of the administration of justice. It is doing the fair name of British justice a great deal of harm. I ask you to fine the Indian constables for perjury.

Mr. Orme: I have no idea which is right—the informer or the Indians. All I can say is there is a discrepancy. I am constantly in this unfortunate position in which, owing to conflict of evidence, I have no idea what are the facts.

Mr. Lo: You expressed disapproval of the first witness's demeanour at the last hearing.

The Magistrate: I did not express disapproval; I made a note of it. I said the man showed nervousness, but it might have been for other reasons. I have only heard your remarks; I have not heard what the defendants have to say.

Mr. Lo said he would not have made his remarks if Mr. Smith, representing the prosecution, had not said that in his opinion the case could not go on. He could not call the defendants if the case was withdrawn.

The Magistrate remarked that Mr. Smith was only expressing an opinion.

Mr. Smith: I am not prosecuting. I was asked to come up, as it was an important opium case. The informer's evidence is as new to me as to the Court.

The Magistrate: As to expressing any surprise and indignation as to Indian witnesses' evidence, I should be very glad if they were all entirely infallible, but I am afraid until the oath is changed we shall have this difficulty. I am afraid we can't rely on Indians to be entirely truthful. Acting according to their best lights, I am afraid they diverge sometimes from the truth. That applies to Chinese police as well. I wish I could always believe them.

Mr. Lo: I am complaining that the prosecution should not have started the case when they knew or ought to have known the informer's evidence.

The Magistrate: Well, Inspector Spear, you are in charge.

Sub-Inspector Spear: Mr. Lo evidently refers to me.

Mr. Lo: Yes, I must, because you are in charge.

Sub-Inspector Spear: I have never seen or interrogated one of these witnesses. I have a master and I had to do as I am told. Inspector Angus directed me to take charge of the case.

The Magistrate: I am afraid elucidation is not so easy for the police as Mr. Lo seems to think. It is extremely difficult for them, even, to get to the bottom of a story. In my experience it is very difficult.

Mr. Lo: I don't suggest that Inspector Spear will come here and tell lies; I am not complaining against him individually. I am complaining of the administration of justice. If the man in charge had had, in the first instance, a draft of what the informer would say and what the Indian constables would say the prosecution would never have been brought.

The Magistrate: I have not heard enough to say whether the Indians may have told the truth or not. On the evidence before me there are inconsistencies. It does not follow that the evidence of the informer can be accepted; the evidence of informers is not easy to deal with.

Mr. Lo indicated that he was prepared to go on with the case and sift the evidence further, but he understood that the prosecution was not prepared to go on. Therefore, he had no option in the matter.

Mr. Smith said he based his case on the fact that the opium was found on a sampan which was tied alongside the motor launch. If that was constructive possession by the people on the motor launch he would go on with the case on that ground.

The Magistrate: But the Indians have said the opium was on the motor launch.

Mr. Smith: Yes. That entirely vitiates the case.

The Magistrate: I am afraid I have too long experience to be as much astonished as Mr. Lo. If we could only get evidence which could be relied upon as truth, it would make things much easier here. I don't know if anyone has heard the informer's evidence before.

Mr. Smith said he had not heard any of the witnesses before they came into Court.

Mr. Magistrate told Mr. Smith that he need not let Mr. Lo's indignation deter him from continuing the case if he felt inclined to do so.

Mr. Smith replied that he felt equally "indignant" as to the motor boat drifting against wind and tide into the bay, but he did not think the case could be brought to a successful conclusion.

The defendants were then discharged.

## OPIUM ON A SHIP.

## APPLICATION FOR REDUCTION OF FINE.

At the Magistracy, yesterday, Mr. Yvanovich, of Messrs. P. A. Lapicque & Company, applied to Mr. G. N. Orme for a reduction in the fine in the case in which the company was fined \$2,000 for having allowed the s.s. *Hanoi* to be used for the transportation of 1,030 taels of raw and 488 taels of prepared, non-Government opium.

The Magistrate: I suppose you could not get hold of all the members of the crew?

Mr. Yvanovich: No, some of them have left the ship and cannot be found. Therefore we have no option but to abide by your Worship's decision and pay the fine, but we think it rather high.

The Magistrate remarked that the Company would profit by a little more supervision of the Chinese crew.

Mr. Yvanovich replied that unfortunately they could not do more.

Chief Preventive Officer Watt said that the fine was not high in view of the fact that this was the biggest case the authorities had yet had. In the case of the *Kochow*, the owners were fined \$2,000 for 425 taels of prepared and 588 taels of raw opium. The *Chunging* was fined \$3,000, which was reduced to \$2,000, for carrying 199 taels prepared and 450 taels raw.

The Magistrate: And the *Hanoi* is a larger ship?—Yes.

The Magistrate told Mr. Yvanovich that in the circumstances he could not see his way to reduce the fine. The decision must stand.

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## CABLES.

## LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

## PRINCE OF WALES IN MOTORING ACCIDENT.

LONDON, October 19th.

H.R.H. the Prince of Wales and Prince Henry have been involved in a motor accident near Cambridge, a motor cycle colliding with the car in which the Princes were riding. The back wheel of the car was smashed. The Princes were not hurt, but the side car's passenger was picked up unconscious.

## U.S. RATIFIES TREATIES.

## NOW AT FULL PACE WITH CENTRAL POWERS.

WASHINGTON, October 19th.

The Senate has ratified the Peace Treaty with Hungary.

LATER.  
The ratifications completed the Administration's immediate peace programme. The United States is now at full peace with the Central Powers. Before the final vote was taken the Democrats endeavoured to substitute the Treaty of Versailles with twelve Lodge reservations for the German Treaty, but this was defeated and the reservations of the Foreign Relations Committee, prohibiting American membership on the Allied Reparations Council or any other international committee without the consent of Congress, was adopted.

## EARLIER CABLES.

WASHINGTON, October 19th.

In the course of the debate in the Senate on the German peace treaty, Senator Hitchcock, formerly leader of the party which favoured ratification of the Treaty of Versailles, expressed himself in favour of the impending treaty, declaring that the re-establishment of peace with Germany was necessary for the rehabilitation of America and the world.

An amendment by Senator Reed, declaring the United States exempt from virtually all the obligations of the Versailles Treaty, was defeated by 71 votes to 7.

## LATER.

Immediately after ratification of the German peace treaty, the Senate ratified the treaty with Austria.

## LATEST CABLES.

## EMERGENCY TARIFF LAW.

## LARGE MAJORITY FOR ITS CONTINUATION.

WASHINGTON, October 19th.

The House of Representatives has passed, by 197 votes to 74, the Bill extending the Emergency Tariff Law until February 1st, 1922.

## UPPER SILESIA.

## THE LEGAL QUESTION TO BE CONSIDERED.

PARIS, October 19th.

The League of Nations' recommendation respecting Upper Silesia is to be enquired into from a legal point of view by the Ambassadors' Council, whose next sitting will be held to-morrow.

The British Ambassador, Lord Hardinge, is expected to-day from London—Havas.

## M. ALBERT THOMAS'S NEW POSITION.

PARIS, October 18th.

Former Secretary of State, M. Albert Thomas, now a director of the International Bureau of Labour at Geneva, has sought and obtained from the Socialist party an authorization to resign his seat as a Deputy and to retain the directorship—Havas.

## HONOURS FOR ALLIED LEADERS.

## FREEDOM OF CITY OF NEW YORK.

New York, October 19th.

The freedom of the city will be conferred on Admiral Beatty, Marshal Foch, and General Diaz and Jacques, who during their stay in the United States will attend the convention of the American Legion.

## FALL OF THE MARK.

## FEELING OF RECKLESSNESS ON DUTCH EXCHANGE.

ROTTERDAM, October 19th.

The heavy fall in the German mark has caused a feeling of recklessness on the Dutch exchange, nearly approaching a panic. Not only on the share and stock exchange but also quotations on the produce market have recently fallen so much that failures are unavoidable. Unemployment is increasing and one shipyard discharged eight hundred men on Saturday morning alone. Other concerns, such as the metal industry, have reduced wages by from eight to twelve per cent. Strikes are threatened.

## GERMANY AND ENGLAND.

## A NAIVE ASSERTION.

BERLIN, October 19th.

A naive assertion was made in a speech at Essen by the Prussian Premier, who expressed the opinion that in the present economic situation Germany's best hope lay in compelling England to pay more in unemployment doles than she obtained from Germany as reparations. He thought the fact should be utilised by the German Government.

## HANDWRITING BY WIRELESS

New York, October 19th.

The newspaper *World* publishes facsimile reproductions of messages in handwriting from M. Briand and General Pershing transmitted from Paris to America by wireless. It is predicted that that before long pictures will be wirelessly across the Atlantic as easily as they can now be transmitted by cable.

## LOCKOUT OF GERMAN NEWSPAPER WORKERS.

BERLIN, October 19th.

As a result of a demand for increased wages the newspaper proprietors have declared a lock-out of the technical staffs of all non-Socialist newspapers in Berlin. Consequently only two minor non-Socialist papers are appearing.

## OIL TRANSPORT AMALGAMATION PROPOSAL.

LONDON, October 19th.

Circulars are being sent out to shareholders of Tankers Limited, and the Scottish-American and Transport Oil Company containing a proposal to amalgamate. The latter is unable to make the substantial payments provided in an agreement with Tankers owing to the serious fall in freights. A sum of £50,876 is still unpaid.

## U.S. RAILWAY STRIKE.

## DEMAND FOR NATIONALISATION.

WASHINGTON, October 19th.

It is asserted here that the real purpose of the threatened railway strike is to force the Government to adopt State ownership of the railways. It is believed that the men desire to return to the conditions existing during war, when the Government controlled transportation.

## EARLIER CABLES.

New York, October 18th.

Presidents of railroads with headquarters at Chicago assert that the proposal to translate the recently ordered reduction of wages into an immediate reduction of freights in order to avert a strike is impossible, as it would again place the railroads in a precarious position financially.

On the other hand, Mr. Stone, President of the powerful brotherhood of Locomotive Engineers, asserts that the Government can prevent a strike by taking over the railroads, "which will eventually happen."

## LABOUR LEADERS SUMMONED TO CONFERENCE.

Chicago, October 18th.

Telegrams have been despatched summoning the heads of the four Railway Brotherhoods and the Switchmen's Union to confer with the Railway Labour Board in an endeavour to avert a strike.

## FRENCH TEXTILE WORKERS' STRIKE.

## PARTIAL BREAK-DOWN.

LILLE, October 18th.

The strike of textile workers, which broke out in August, has partly broken down. Work has been resumed at some textile establishments at Roubaix, where the workers have accepted the 10 per cent. reduction of wages proposed by the employers. Some factories have restarted employed workers, but a meeting of weavers at Lille decided to continue the strike.

## WASHINGTON CONFERENCE.

## NAMES OF BRITISH DELEGATION CONFIRMED.

LONDON, October 18th.

The House of Commons was crowded when Parliament resumed. Replying to Mr. Asquith's request for a statement regarding the Washington Conference, Mr. Lloyd George confirmed the names of the British Empire delegation already cabled. He said that he himself hoped to go immediately to the Parliamentary general situation permitted. Sir Auckland Geddes would be a delegate in his absence. General Smuts had decided to leave the interests of South Africa to the British representatives, who were made fully acquainted with his views at the Imperial Conference. The senior British naval expert, Admiral Beatty, would be succeeded in due course by Admiral Chadwick. The principal military expert will be Lord Cavan, the air expert will be Air Vice-Marshal Higgins, while the secretary to the delegation will be Sir Maurice Hankey.

## ITALY'S DELEGATES.

ROME, October 18th.

The Italian delegates to the Washington Conference will be Signor Schanzer (president), Signor Meda, Signor Albertini, and Count Ricci, the Ambassador. If the Foreign Minister is included in the other delegations, the Marquis della Torretta will join the Italians.

## LATER.

The Marquis della Torretta, the Foreign Minister, will represent Italy at the Washington Conference.

## PRESIDENT'S BELIEF.

WASHINGTON, October 19th.

President Harding, in thanking his Majesty for the bestowal of the Victoria Cross upon America's "Unknown Warrior," expressed his belief that the Anglo-American delegates to the Disarmament Conference will co-operate with the other nations to reduce "the burden of armaments through diminishing possible causes of war."

## M. BRIAND DEMANDS "SUBSTANTIAL MAJORITY."

PARIS, October 19th.

When the French Chamber reassembled, M. Briand made a statement on foreign policy, in which he declared his aim to be the maintenance of peace. He denied the assertion that France's military position was in any way weakened. Mobilisation of the 1919 class had filled gaps in the French forces. M. Briand declared that he would only go to the Washington Conference if the Chamber expressed confidence in his peace policy by a substantial majority. If a powerful minority disagreed, then others might carry out the policy which he considered disastrous.

## BANK INDUSTRIELLE DE CHINE.

## MANAGEMENT EXONERATED FROM ANY CRIMINAL OFFENCE.

LONDON, October 18th.

The *Daily Telegraph's* Paris correspondent states, in regard to the affairs of the Banque Industrielle de Chine, that the report of the financial expert, M. Doyen, sets aside the accusation of allotting share dividends, and says that the profits of the Bank in 1919 allowed payment of the dividend declared, although it might have been more prudent to increase the reserve fund.

In regard to increasing the capital, the report draws attention to certain subscriptions which the administrators reimbursed with their own cash to the amount of fr. 500,000, representing the total of these irregular subscriptions. This is an infraction of the Companies Law.

[This message is mutilated.]

The charge of breach of trust is said to be only incidental to the failure of the Bank. For example, in the case of money transfers from branch offices in the Far East to Paris which it had not been possible to collect, or buying orders received by the Bank's foreign agencies which could not be executed by the Paris head office owing to lack of funds. It seems, therefore, according to M. Doyen, that no personal criminal offence can be charged against any member, former or present, of the management of the Bank.

## GERMANY'S FINANCIAL POSITION.

## OMINOUS REPORT BY LLOYD'S BANK.

LONDON, October 18th.

Lloyd's Bank monthly report reviews Germany's financial condition and concludes that, despite a measure of misleading prosperity in certain fields, Germany has long been bankrupt and the conversion of the mark into foreign bills and industrial shares merely proves that the public at last appreciates the fact. The report points out that Germany's bankruptcy means that she will default soon or later with the reparations obligations.

## THE PRINCE'S TOUR.

## APPOINTMENT OF MILITARY SECRETARY.

LONDON, October 18th.

Brigadier-General Charles R. Woodroffe has been appointed military secretary to the Prince of Wales during the visit of his Royal Highness to Japan. [Brigadier-General Woodroffe was attached to the Japanese Army in 1907-8. He served in the South African War and the European War.]

## DEATH OF EX-KING OF BAVARIA.

MUNICH, October 19th.

The death of ex-King Ludwig of Bavaria is announced.

## THE IRISH CONFERENCE.

## TO BE RESUMED TO-DAY.

LONDON, October 18th.

It is expected that the Irish Conference will resume on the 20th inst.

## LESS UNEMPLOYMENT.

## COST OF LIVING FALLING.

LONDON, October 18th.

Official returns show that the unemployment position among trade unionists is steadily improving. It fell to 14.3 per cent. at the end of September, compared with 18.3 per cent. at the end of August.

The cost of living during the same period declined 10 points, being now 110 points higher than before the war.

## CHINESE GIRL STUDENTS IN FRANCE.

## DRESSES AND ORNAMENTS TO BE SOLD.

PARIS, October 18th.

Many Chinese girl students at Paris University have decided to sell their Chinese dresses and ornaments at the American Women's Club to raise money to pay their college fees in the coming year.

## LEAGUE OF NATIONS UNION.

## LORD COWDRAY'S MUNIFICENT DONATION.

LONDON, October 18th.

At the meeting of the League of Nations Union, Lord Robert Cecil announced that Lord Cowdray has promised to contribute £50,000 to the Union in the next three years.

## ALLIED DEBT TO THE U.S.

## FUNDING COMMISSION APPROVED.

WASHINGTON, October 18th.

A Committee of the House of Representatives has favourably reported upon the Bill creating a special Commission, headed by Mr. Mellon, Secretary of the Treasury, in order to arrange for funding the repayment of the foreign debt.

## PROHIBITION FOR COOK ISLANDS.

## SMALLPOX BACILLUS.

## CHILEAN SCIENTIST CLAIMS TO HAVE DISCOVERED IT.

## SANTIAGO DE CHILE, October 18th.

The Government has introduced a Bill to enforce prohibition in the Cook Islands, except liquor for medicinal, sacramental, and industrial purposes.

## FAR EASTERN CABLE NEWS.

## THE CHINA COMMAND.

LONDON, October 18th.

The following new Army appointments are officially notified: Major-General Sir John Sharrman Fowler to command the forces in China. Major-General N. Malcolm to be General Officer Commanding the Straits Settlements.

## CAMBRIDGE HONOURS BISHOP OF SHANTUNG.

LONDON, October 19th.

Cambridge University will confer the honorary degree of Doctor of Divinity on Bishop Scott of Shantung.

## AUTOMOBILE SHOW.

## SHANGHAI WANTS WORLD-WIDE PUBLICITY.

SHANGHAI, October 18th.

Shanghai's forthcoming automobile show promises to be a big success. It will be held in the Verdun Gardens. All the 78 available exhibition spaces in a vast building under construction have been disposed of. Additional space was tentatively spoken for by Mr. C. B. Burkill, chairman at the meeting last night. He outlined a plan to obtain world wide publicity for the show. A Shanghai booklet is under preparation.

## GAVE CANEM.

## The following story is related in a Home paper:

A Chinese diplomat, recently at the head of a mission in France, desired to show his gratitude towards the Quai d'Orsay officials who had helped him. He invited several of them to dine, and as a special mark of sympathy welcomed them at a Chinese restaurant not far from the Sorbonne. They were greatly interested by the strange dishes, none of which they had ever tasted before. After a while there was placed on the table a stew which one of the guests thought he recognised as duck. Anxious to show some appreciation he signed to the waiter, who spoke no French, gave him to understand that he thought it excellent, and in order to indicate that he knew what it was he smilingly said: "Quack quack!" But to his horror the waiter shook his head, replying: "Bow-wow!"

## IN AID OF ST. DUNSTON'S.

## BRIDGE TOURNAMENT AT HELENA MAY INSTITUTE.

LONDON, October 18th.

The bridge tournament held yesterday at the Helena May Institute in aid of the institution for blind sailors and soldiers known the world over as "St. Dunstan's" was an unqualified success. In response to an appeal by Sir Arthur Pearson the affair was organised by Mrs. Grant Smith and Mrs. Roberts and it was so well supported by donations and otherwise that about \$3,000 was raised. Full particulars of the sums received will be published in a few days time. It should be mentioned that an appeal to the coast ports resulted in substantial help to the fund. Of the many people who were asked to arrange for tables a great number paid for more than one, besides donating sweets, cigars and cigarettes or lending tables. Many who played gave far more than the moderate subscription of \$3 that was asked.

Lady Stubbs, Mrs. Bowden, Smith, Lady Kirkpatrick and Mrs. Gompertz lent their patronage and Mrs. Gompertz acted as treasurer. H.E. the Governor attended and Lady Stubbs handed the prizes to the successful players at the end. The prizes went to the players whose scores were nearest to certain hidden numbers and were won as follows: 1, Miss Cooper; 2, Mrs. A. Humphreys; 3, Mrs. A. Plummer. The prizes were presented by Lady Stubbs, Mrs. Roberts, and an anonymous donor. Messrs. Wiseman, Ltd., gave a box of sweets and Messrs. Watson's a bottle of scent; these were raffled for as one prize and \$50 extra was collected for the fund in entrance fees. Mrs. Jenkins was the winner and Mrs. Tison organised the raffie.

Col. Nicholson expressed the thanks of the organisers to Lady Stubbs for presenting the prizes and to H.E. the Governor for his support and the Governor, in response, congratulated Mrs. Grant Smith and Mrs. Roberts on having organised such a successful affair. At Lady Stubbs' table were H.E. the Governor, and Mr. and Mrs. Cland Severn; at Lady Kirkpatrick's table, Mrs. Delacomb, Col. Nicholson and Col. Davy; at Mrs. Gompertz's table, Lady Rees Davies, Mrs. Hall and Mrs. Nisbet. Lady Brunyate was at Mrs. Roffey's table. Other tables were taken by Mrs. Bowden Smith, Mrs. Horwell, Mrs. Denison, Mrs. Parkins, Mrs. Elliot, Mrs. Lambert, Mrs. Marsh, Mrs. Smalley, Miss Tunley, Mrs. Carpenter, Mrs. Miller, Mrs. Cornack, Mrs. Middleton, Mrs. Cornack, Mrs. Brakespear, Mrs. Henderson, Mrs. Layton, Mrs. Forsyth, Mrs. Jenkins, Mrs. Law, Mrs. Hale, Mrs. Cameron, Mrs. Duran, Mrs. Jacob, Mrs. Wingfield, Mrs. Farmer and Mrs. Lesak. Mrs. Marcel organised the sale of sweets and cigarettes. In this she was helped by Mrs. Stern, Mrs. Boyan, Mrs. Hamilton, Mrs. Berners and Miss McBean. The boxes of sweets were tied with blue and gold ribbons and the ladies wore gold ribbons.

Supplies of sweets were sent by Messrs. Lane, Crawford & Co. and the Blue Bird Café as well as by many private individuals; cigarettes were presented by the Tabacqueria Filipina and the Gracoe Egyptian Tobacco Store.

## SPORT.

## GOLF.

## BOGEY POOL COMPETITION RESULT.

The Bogey Pool competition, played over the old course at Fanning last weekend, was won by B. M. Smith (scratch) with the very creditable result of 3 up. Mr. Smith's score for 17 holes was 71.

## CRICKET.

The following teams will represent the Hongkong Cricket Club, on Saturday next, October 22nd, at 2.15 p.m., against Civil Service Cricket Club:

1st XI. on H.K.C.C. Ground.—T. E. Pearce (capt.), H. E. Benson, L. J. Davies, Capt. P. Havelock Davis, Major H. M. Edwards, E. H. Farthing, E. G. Lammert, E. J. R. Mitchell, M. D. C. Sandberg, M. M. Watson, and B. E. A. Webster.

2nd XI. C.S.C.C. Ground.—L. D. McNicol (capt.), H. H. Day, B. G. Eddins, A. S. Exell, W. J. Hope, D. Reid, G. W. Sewell, H. H. Taylor, Dr. D. J. Valentine, J. R. Way, and F. N. Young.

## FOOTBALL.

## HONGKONG LEAGUE—DIVISION II.

2nd League Team v. H.K.F.C.—Club ground, on Saturday, at 3 p.m. Team: Muskett; Spary and Adams; Roberts, A. W. White and Brown; Mason, Duncan, G. Pasco, Duncan A. and Preddy. Reserves: Hewer and Coombs.

Friendly match at Happy Valley on Saturday at 4.15 p.m.—Eve; Morrison and Oswick; Roberts, A. W. Weyman, and Baldwin; Millard, Mason, Pearson, A. Duncan, and Coombs. Reserves: Duncan, G. and Pasco.

## GREAT SOCIAL CHANGES.

Further indications of the great social changes which are taking place on the lines suggested by the Duke of Portland recently when addressing his tenants at Welbeck are forthcoming in a statement by the Duke of Bedford that 16,000 acres are at present showing a deficit of 25,000 annually. The Duke of Rutland, it is understood, is contemplating leaving Belvoir Castle. He describes castles and large houses as white elephants, and predicts that they will become derelict and be broken up like old ships, but some will be administered by Government as sanatoria, etc. It is also announced that the King has decided to sell Barton Manor at Cowes, the beautiful house and grounds which were laid out under the direction of the Prince Consort.

## SHANGHAI'S FUTURE HARBOUR.

## MAJOR-GENERAL BLACK INTERVIEWED.

40-FOOT SHIPS COMING ON PACIFIC.

Major-General William Murray Black, who arrived in Shanghai last week from Peking, comes already well cognizant of the specific problems of Shanghai harbour and well-prepared to engage in intensive work for the length of time the investigation will require, says the *N.C. Daily News*.

General Black is not prepared to say what kind of works will suit Shanghai's needs. That will be discussed and decided during the conference of engineers now to take place in Shanghai. In general, however, he made the following statements which are of interest in connection with the problem in hand.

## LARGE SHIPS INCREASING.

"During later years ships of large tonnage have been steadily increasing in number all over the world. There are a few ships in existence drawing over 40 feet of water and with a tonnage of over 15,000 tons. There are none as large as that on the Pacific now. However, the steady increase of large ships shows that the smaller vessel is going out of use. This means that lesser ports will also, as they are doing at present, go out of existence. A port must therefore, to be a great port, be well supplied with deep water and, in addition, be surrounded by ample tributary country to feed the port with supplies for shipment.

"In other words, a comprehensive plan for port development must consider all factors in co-ordination with one another, such as facilities for transferring goods from their origin to land carriers, from land carriers to wharves, and from wharves to the ship. It must also consider future development both of the port and of the size of vessels to come into the harbour. It is not feasible to construct harbour improvements with a view to the port because of the unnecessarily large outlay of money required; but rather to plan such a scheme as will allow expansion. The best policy is to construct now for present conditions but to plan in advance and make provision for further development."

## SHANGHAI'S GREAT POSSIBILITIES.

"The port of Shanghai," said Major-General Black, "has possibilities for becoming one of the greatest ports in the world. There is no port north of Shanghai up to the Gulf of Chihli worthy of development, and north of that the question of ice complicates the problem. South of Shanghai, there is only Hongkong and there steamers cannot go to the wharves. There are only 48 ports of importance in the world which can be entered by ships drawing 40 feet and over; of these there are only 23 which have depths alongside their wharves sufficient to accommodate such large vessels, and of these only five can be entered at high water. Of the 23, fifteen are reached from the Atlantic Ocean, seven from the Pacific Ocean. Four of these latter are in the Western Hemisphere, one in Australia, one in Tasmania, and one in the Straits Settlements. One is on the Mediterranean Sea. Liverpool has a channel depth of only 32 to 36 feet at low water with a range of tide at high water from 17 to 25 feet. Shanghai Flats and 30 in the Huangpu. There are very few harbours in the world with sufficient depth to accommodate such a ship as the *Leviathan*. She once went to London from New York harbour, was able to get into dock during a high tide and was unable to get out again for a month. London's docks represent the costliest method of building permanent facilities for ships, for now very few of the docks built for small tonnage vessels are in extensive use and the port is always being put to the necessity of building newer and larger docks."

## SINGLE CONTROL.

In conclusion General Black said:—"The whole question of port and harbour improvement is one of supervising the whole and operating it as a single great business. Then with a vision of what the port may become build improvements that will fit conditions as they exist and yet permit expansion."

Major-General and Mrs. Black have been travelling through Japan and northern China since leaving their steamer in Japan. They spent some time in Peking and came to Shanghai through the ceded districts of the Yellow and Huai rivers, which gave the great engineer an opportunity to actually see the devastating results of flood in China which might be overcome by proper engineering. Major-General and Mrs. Black are staying at the Astor House. They will probably be in Shanghai for two or three months and will then return to their home in Washington, D.C.

## DANGER IN BARLEY WATER.

At an innuend held at Shoreditch, in July, on a child who died of enteritis, the mother said she had been feeding it on barley water and cow's milk.

Dr. G. E. Frggatt, the medical superintendent of Shoreditch Infirmary, said he had a strong objection to barley water for young children under six months old. "The only thing you get out of barley water," he said, "is starch, and there is no digestive fluid in the stomach up to the age of six months that will digest starch. I am strongly of the opinion that the starch water children get is the cause of a lot of intestinal complaints. There is no starch in mother's milk. It is a fashion that has grown on. It is very detrimental to children. I have discussed the matter with a West End physician of great experience, and he agreed with me. The Coroner: It is worth discussing at the next meeting, wherever it may occur, on children's feeding."



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Breaking Out All Over Face.  
Cuticura Healed.



"My baby boy had a breaking out all over his face. It came like little weepy heads, and they turned to a scaly humor. We had no sleep with him, and he was tortured with the terrible itching. We had to put him in a bath of Cuticura. I saw a Cuticura Soap and Ointment advertisement, and I thought I would use them, and after three weeks' treatment he was healed." (Signed) Mrs. I. Chapman, 5, Marlborough Rd., New Town, Bedford, Kent, England. You may rely on Cuticura Soap and Ointment to cure your skin. Soap is Cuticura Soap and Ointment is Cuticura Ointment. Cuticura Soap and Ointment are sold everywhere. Cuticura Soap and Ointment are sold everywhere. Cuticura Soap and Ointment are sold everywhere.



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## THE NEW WOMAN. THE MEANING OF LIFE.

[BY HAROLD REGGIE.]

I am told that the New Woman finds a sympathetic interpreter and a vigorous defender in the playwright and the novelist.

This, I think, is quite understandable. It is the natural affection of a parent for his child. For the New Woman, as that term is usually understood, has no existence outside the pages of the novel or beyond the wings of the theatre. Nor even there is she new. More than a hundred years ago Thomas Love Peacock spoke of novels and romances in which the characters break all the Ten Commandments for sublime reasons, carefully analysing each reason as it comes along. Is not this a pretty description of the modern novel? It was written in 1818.

I have moved with a fair freedom among all classes of people, and never once have I met woman or girl who bears even a remote likeness to the marvellous daughter of playwright and novelist. The women of my experience who break the Ten Commandments do so with a frank effrontery for evil which at any rate honest. They are not in the least like the ex-Kaiser, who went to war for Nietzscheism in the spirit of Mr. Pecksniff. They are bad because they like badness. They are not good because goodness bores them. Vice has the same sort of attraction for them as beer for the drunkard; and who ever heard of a toper making a beast of himself for a sublime and analysed reason? Reason has nothing to do with the matter. It is a matter solely of inclination, disposition, temperament. Our novelists make the same mistake with their bad women which Milton made with his Devil: as Bagehot said, "He makes God argue."

The women of our period still fall into the old rut. There are good women and bad women, with few psychologists in either camp. But there is, of course, a certain quality of newness in women both good and bad, and it is this newness which is interesting and important to the student of human life. Among good women, except the very best who give themselves utterly to lives of high devotion and the purest self-sacrifice, and so are happy, there appears to be a certain dreariness of mind, as though they find existence tedious and the universe a little paltry. They drag through life. Their white robes are un-muddled, but the halo is wanting from their heads and the harp from their hands. Miss Rosa Macaulay has placed women of this complexion in her interesting but rather depressing novel, "Dangerous Ages." One of them, the best of them, a woman, indeed, who is living a life of social service in Hoxton, manifests no enthusiasm and speaks with contempt of "this ridiculous planet." It seems to be a part of the fine things snobbishness of the ages to do fine things in a grudging spirit, and to be unselfish or heroic in a cynical manner. Naturally, then, these people are unhappy. For life to be fruitful, as George Sand tells us, it must be felt as a blessing. Matthew Arnold seized upon this profound utterance as a truth that clears the air of many fallacies. Without thankfulness in the heart, there can be neither grace in the manner nor peace in the soul. It is our duty, said another Frenchwoman, to love life.

### JANE NIGHTWORK.

Among bad women, who commit the heinous old sins, the only noticeable quality of newness, I think, is their freedom from misgiving. They are no longer living under the government of an uneasy conscience, nor do they move about in the shadow of the policeman-social or municipal. They have come more frankly into the front seats. They are less disposed to public either to drop the eyes or to brazen it out. There is no need for apology. They are of the world and the period. They take the defeat of Mrs. Grundy as the victory of Kane Nightwork.

The absence of shame in the bad are the new characteristics of womanhood, and they deserve public attention. They are destructive of health. We are suffering for want of a definition. Until humanity knows the meaning of the term Life it is very unlikely to live in a rational manner. If the universe is to be regarded as an accident, and this be the case, which filled the soul of Shakespeare with awe and worship is to be sniffed at as ridiculous, human existence, good will become less and less effective, and the bad more and more numerous. Mediocrity will rule.

This, I think, is the central problem of our transitory period. So far as I can see, the younger women of aristocracy are more selfish and less intellectual than their grandmothers, but not much more selfish, and perhaps a little more intellectual, than their mothers. As regards the various middle classes, I am convinced that the girl is a splendid young animal, wholesome, and physically fit, but in the lowest strata, with an absence of culture which makes her truly remarkable good looks disappointing even to a satyr; she is delighted to look at, but is as empty of ideas as a drum, and would be, I imagine, a perfect agony for a country walk or an hour in a library. In the rather higher strata of the middle classes there is a really hopeful movement towards serious culture among the younger women, who are using their freedom with moderation and who are the true adventurers towards a better life on this choppy sea of modern existence. For these splendid girls, the flower of their sex, one feels an instinctive reverence and a genuine curiosity.

It is among the women of the working classes that a serious decline in the old republican virtues is most marked. To visit the manufacturing cities of the North or the poorer parts of London is to find one's faith in the fineness and goodness of English character shaken to its foundations. For the thing is here seen on a gigantic scale—a mass movement of English human nature; move-

ment in the wrong direction, and down hill, not up. The women of these places seem to me not only to have lost altogether the sterling good sense of their humorous and big-bosomed mothers, who laughed at the absurdities of fashion while they scoured their pots, and baked their wholesome bread, and starched their children's pinafores, but to have lost all vigour of mind whatsoever.

It is a curious thing, but I find a stronger parental authority, however useless, among the stately women who crowd the public-houses at nightfall and stand all the day long gossiping with neighbours in unimaginable and unbrushed, hours equally unwashed and unbrushed, than among the more decent women of those dismal streets whose trivial decency takes only the pathetic form of an imitation of fashionable people. Here one encounters a loose-lipped slackness which, I think, is not to be met with in any other country of the world—a slackness of body, soul, and spirit, an absence of all tension, all energy, all alertness, as if the life within had gone to the wash, passed through the mangle, and then fallen to the ground without coming to the ironing board.

In the homes of these women the gramophone takes the place of the Bible in the parlour, and when they go abroad it is not to church or chapel, but to "the pictures." The ancient pictures are dead in their souls, and the ancient horse sense of English character dead in their brains. They never read and they never think. They are not only ignorant of man's history on this planet, but ignorant of that maternal knowledge which was instinctive with their mothers. They feed their children according to prescriptions on a tin, and leave it to the school inspector to discover if their teeth are bad or their bodies ill-nourished. They have no worthy home-pride, no deep feeling that they are responsible for the family's well-being. Listless, stupid, and incurious, as though their very souls were adenoids, these multitudinous women of modern England snuffle through life in a form of somnambulism, while their children play in the streets, and grow up with no more direction than their souls than is casually afforded by the harassed school teacher.

Here, believe me, is the New Woman who should engage the attention of serious people. This mother of democracy is a new patient in English life, and in her hands is the future of the State. With none of the rough but good-natured brutality of her ancestors, and with none of the cultural smattering of other classes, she gazes her way through life, hazy, joyless, ignorant, and incompetent.

Such a woman has never before in our history had a say in the national life, and her feeble say is the utterance which, more powerfully than any other, will determine, and is determining, the character of the next generation.

As for the women of other classes, whose example might make such an enormous difference to the mother of democracy, I think they would be happier if they recovered the old-fashioned sense of duty. They could do so much, they do so little. But they can recover a sense of duty only by addressing themselves seriously to the lessons of history, which means thought, and thought in these days is something of a strain. Let them think a little, and encourage their minds to take exercise, strengthening themselves for a spiritual fight.

To the educated person in the West, law is the creation of man's conscience, and all its sanctions are to be found in the soul of the individual. To the citizen of the East, morality is an imposition of the gods or a despot, something that comes from without himself, a hindrance and a tyranny. This is the great gulf which separates the two civilisations of Europe and Asia.

If we would find a true and guiding definition of life, let us be quite certain that morality has a good reason and a long consecration, and that without the moral sense in the individual soul society must fall into anarchy. Innovators, as Doctor Johnson told Boswell, will gratify themselves at any expense. "Truth, sir, is a cow which will yield such people no more milk, and so they are gone to milk the bull."

Things new, if they are to serve noble ends, must come out of a treasure-house, not out of a pigsty.—Daily Telegraph.

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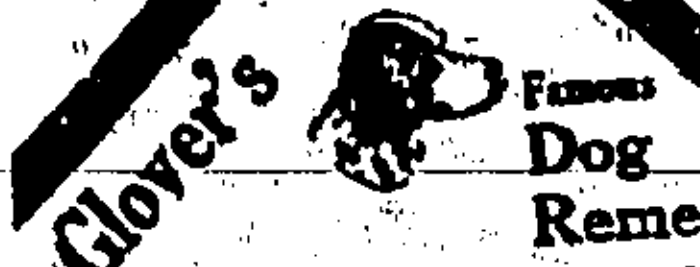
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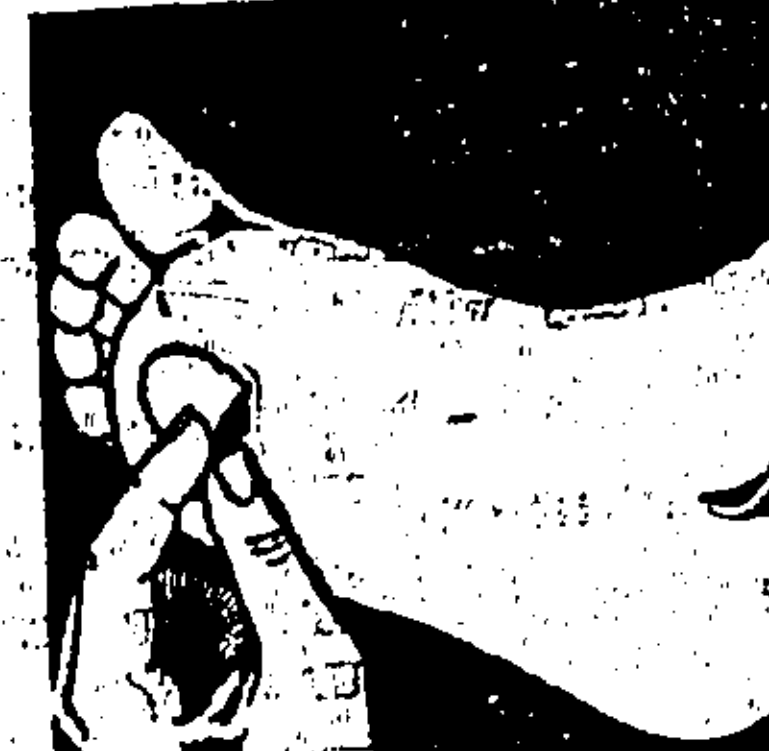


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Island, Townsville & Brisbane.AKI MARU ... Tuesday, 15th Nov., at 11 a.m.  
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tages of being most economical and durable.Hall's Distemper is applied with a whitewash brush, saving much in the cost of  
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RESULT OF TAXATION.In his presidential address to the  
members of the Auctioneers' and Estate  
Agents' Institute, at Birmingham, last  
month, Alderman Ernest J. Bigwood  
said that it was the infinite variety of  
an auctioneer's and estate agent's work  
that attracted him in his youthful days,  
and after nearly fifty years attracted  
him still. (Hear, hear.) In a long  
career he had found their profession in-  
teresting, instructive, and sometimes  
amusing. He was always sorry for the  
man who went through life without see-  
ing the humorous side of things. Was  
there any other profession that gave the  
opportunities they found, both in the  
auction room and generally, of studying  
different phases of character? Nervous-  
ness, temper, greed, confidence, and cunning  
were all illustrated in turn. He  
well remembered seeing a lady, who had  
instructed an agent to purchase a lot for  
her, going to the doorway of the sale-  
room, and, being unable to see her agent,  
bidding herself to a ridiculous figure,  
and too late discovering that she was  
bidding against him. He was on one side  
of an open door, and she the other.  
(Laughter.) That was an instance of  
nervousness. He would only give one  
example of temper. An ordinary small  
suburban ground rent was being sold.  
The lessee, desiring to make his home  
freehold, and free, and was opposed by  
a neighbour who, at to put it too high,  
did not love him, with the result that  
the ground rent, worth in the days when  
the incident took place thirty years'  
purchase, realised one hundred years'  
purchase.For the last few years they had had  
sufficient of both buyers and sellers, and  
he hoped that, while profiting fairly and  
to the full by that condition of affairs,  
they had remembered that a period of  
depression followed a period of inflation  
as surely as daylight followed dawn. In  
his memory, there had been several ex-  
amples—after the great famine war, after  
the exciting times of the cycle boom, and  
after the Great World War; but never  
had he seen so sudden and so world-wide  
a collapse as since last Novem-  
ber. It was perfectly certain that  
the only solution of the difficulties we  
were struggling with was for every class  
to do more work and in most cases be  
satisfied with less pay.Their former friends had had a fairly  
good time during control. Prices had  
been fixed, and the element of uncer-  
tainty had been to a large extent  
eliminated in regard to live stock, fasten-  
ed for slaughter; cart horses that would  
have sold for £50 had made anything  
up to £200; hay rose from approximately  
£4 to £15 per ton; butter from 1s. 6d.  
to 5s. per pound; corn showed a sub-  
stantial increase, and the price was  
guaranteed by the Corn Production Act.  
He knew the other side of the picture—  
the largely-increased cost of labour, and  
the difficulty during and after the war  
of getting it at all; the ever-increasing  
burden of rates. Yet on balance farm-  
ing became a reasonably paying pro-  
position instead of the slavery it had  
been for years, and farmers, who were  
a long-suffering class, combining to  
protect their mutual interests. With a  
reasonable return on capital and labour,  
what life was there to compare in free-  
dom, health, pleasure, and profit with  
that of the English farmer? For many  
years he had thought that the sub-di-  
vision of land and its higher cultivation  
would greatly benefit the country, and  
that fact was now fully established. The  
increase in the food produced was enor-  
mous; the importance of this was brought  
home to the country in the days of the  
submarine. Few people realised how  
near we were to famine in the early  
days of 1918. The shock we then received  
might, he feared, too soon be forgotten.**OLD RELATIONS SEVERED.**The many sales that had been seen of  
"outlying portions of estates" had, a  
sad side. They meant that the old rela-  
tions between the squire, his tenantry  
and cottagers, which is so many cases  
had existed happily for hundreds of  
years, had suddenly come to an end, the  
only satisfaction to the owner being that  
the better prices realised for his land  
had lessened burdens and made it just  
possible for him to retain and live in  
his ancestral home with a reduced num-  
ber of surrounding acres. They knew  
how difficult it was to dispose of large  
country mansions, owing to the burden  
of a 6s. income-tax, super-tax, and the  
immensely-increased cost of maintenance  
and repairs. Another thing that in-  
creased that difficulty of realisation was  
that the amenities of landed estate, like  
the net income, had so decreased that  
it was only in very favoured districts  
that sales could be effected, and then it  
was generally to men who had made  
money in business, and they too often  
had an unfortunate habit of making  
their calculations on a purely financial  
basis, amenities and social advantages  
being largely omitted from considera-  
tion. He was afraid there was little  
room now for the auctioneer to indulge  
in such flights of fancy as years ago,  
described an estate he was selling as "a  
terrific, asterisk particularly attrac-  
tive to anyone wishing to acquire a local  
habitation and a name." (Laughter.)The housing difficulty had been largely  
to the fore since the armistice, and it  
had become very usual to attribute the  
shortage of houses to the stoppage of  
building during the war. The fact was  
that the building of houses, particularly  
those occupied by artisans, which as  
much an established industry as the pro-  
vision of boots and shoes or clothing,  
became unprofitable, owing to the Fin-  
ance (1909-10) Act, 1910. The number  
of houses built in the six largest provin-  
cial cities in England in each of the  
years 1912 and 1914 after the passing of  
the Finance Act and before the war, was  
approximately one-third of the number  
built in either of the years 1905 and 1906.  
There was no class of property that had  
suffered more from the huge increases  
in rates and taxes, and the cost of re-  
pairs, than ordinary artisans' dwellings,  
upon which the rates and taxes, except  
to the limited extent allowed by the Rent  
(Continued at foot of next column.)**PREPAID "WANTED"  
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Street. [125]**WANTED—1st December, Kowloon side,**  
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Servants Quarters, with space for Motor cycle  
storage. Reply Box NG, c/o Daily Press Office.  
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TION CO., LTD.** 1148**TO LET****GODOWN** at Sam Shui Po near  
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[1811]**WEATHER REPORT.**October 19th, at 11.30.—Pressure has  
increased slightly along the east coast of  
China. It has decreased considerably over  
N.E. Japan, and slightly over S. China and  
Indo-China.A shallow depression lies over S.W. China.  
An anticyclone has formed over N. China  
and S. Mongolia.  
The typhoon has passed into the Pacific.  
Moderate monsoon may be expected along  
the coast of China.Hongkong rainfall for the 24 hours  
ending at 10 a.m. to-day, 0.00 inch. Total  
since January 1st, 96.66 inches, against an  
average of 79.49 inches.The forecast for the 24 hours ending at  
noon to-day is as follows:—

	Forecast
Hongkong to Gap Rock	E. winds, light to moderate; Sea, S.W.
Formosa/Channel	N.E. winds, moderate to fresh.

South coast of China between (The same as  
Hongkong and Lamook) No. 1.  
South coast of China between (The same as  
Hongkong and Hainan) No. 1.**HONGKONG METEOROLOGICAL  
REGISTER**

Hongkong Observatory, October 19th.

	Previous Day at 2 p.m.	On Date at 5 a.m.	On Date at 3 p.m.
Barometer	29.90	29.91	29.89
Temperature	84	75	81
Humidity	63	53	74
Wind Direction	W	Calm	ESE
Force	2	0	3
Weather	b	b	c
Rain	0.00	0.00	0.00

Highest open-air Temperature on 19th ... 85.  
Lowest open-air Temperature on 19th ... 76.**HONGKONG TIDE TABLE**

From 20th to 26th October, 1921.

HIGH WATER		LOW WATER	
Date	Time	Date	Time
Thurs. 20	11 45 a.m.	Thurs. 20	5 58 p.m.
Fri. 21	10 51 a.m.	Fri. 21	4 48 p.m.
Sat. 22	11 33 a.m.	Sat. 22	5 16 p.m.
Sun. 23	12 17 p.m.	Sun. 23	6 40 p.m.
Mon. 24	1 07 p.m.	Mon. 24	8 41 p.m.
Tues. 25	1 38 p.m.	Tues. 25	9 48 p.m.
Wed. 26	2 3 p.m.	Wed. 26	10 31 p.m.

Restriction Acts, are borne by the own-  
ers. That class of property had depre-  
ciated in value, and was more or less  
unmarketable. It was largely owned by  
the class who occupied it, and they must  
be supposed, continue to suffer, until  
the control, which no doubt was neces-  
sary at the time it was imposed, was  
withdrawn, and we reverted, as we had  
done in the case of other commodities,  
to the old-established condition of an  
article being worth what it would realise  
in the market.**INDO-CHINA  
STEAM NAVIGATION COMPANY, LIMITED.****SAILINGS, SUBJECT TO ALTERATION**

SHANGHAI & TSINGTAU	"HANGSANG"	Thurs.	20th Oct., 5 p.m.
MANILA	"YUENSANG"	Fri.	21st Oct., 3 p.m.
STRAITS & CALOUTTA	"CHAKSANG"	Sat.	22nd Oct., 3 p.m.
KOBE via SHANGHAI	"NAMSANG"	Sun.	23rd Oct., D'light.
SEANGHAI via SWATOW	"WINGSHING"	Mon.	24th Oct., Noon.
TIENTSIN	"CHEONGSHING"	Tues.	25th Oct., D'light.
BANGKOK via SWATOW	"CHUNSHANG"	Wed.	26th Oct., D'light.
SHANGHAI via HONGKONG	"WINGSANG"	Thurs.	27th Oct., D'light.
HAIPHONG via HOLOW	"TAKSANG"	Fri.	28th Oct., 10 a.m.
SANDAKAN	"HINSANG"	Sat.	29th Oct., Noon.

CALOUTTA LINE.—This Line affords regular sailings to Calcutta, Rangoon and  
Singapore; returning from Calcutta steamers proceed via Straits  
and Hongkong to Japan, occasionally calling at Shanghai.  
All steamers have excellent passenger accommodation, are  
fitted with Electric Light and Fans and carry a fully-qualified  
Surgeon.SHANGHAI LINE.—Sailings approximately every five days between Canton and  
Shanghai, sometimes calling at Swatow. Through tickets can  
be obtained and through Bill of Lading are issued to all  
Northern and Yangtze Ports via Shanghai.MANILA LINE.—A weekly service is maintained with Manila by vessels with good  
passenger accommodation, sailings from both ports every Friday.  
All steamers have excellent passenger accommodation, and cargo.HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo,  
calling at Haiphong when inducement offers.BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons  
steamers, s.s. "HINSANG" and s.s. "MAUSANG" both steamers  
having excellent passenger accommodation. Cargo taken on  
through Bills of Lading for Kudat, Jesselton, Labuan, Tawau  
and Lahad Dato.TIENTSIN LINE.—A regular service is run from March to November between  
Hongkong and Tientsin calling at Weihaiwei and Chefoo.BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok  
via Swatow, by four steamers fitted with up-to-date passenger  
accommodation.**CALOUTTA LINE.**s.s. "CHAKSANG" will be despatched on or about  
Saturday, 22nd Oct., at 3 p.m., for SINGAPORE, PENANG  
& CALOUTTA.Through Bills of Lading issued to RANGOON, PORT SWET,  
TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to:—

**Jardine, Matheson & Co., Ltd;**

GENERAL MANAGERS

Telephone No. 215.

**GLEN AND SHIRE**

Joint Service of Steamers.

**U.K.-STRAITS, CHINA & JAPAN SERVICE.****OUTWARDS.**

Vessel	Due Hongkong
S.S. "GLENIFFER"	21st Oct.
M.V. "GLENLYLE"	10th Nov.

**HOMEWARDS.**

Vessel	Leaves Hongkong	Discharges
S.S. "CARNARVONSHIRE"	7th Nov.	LONDON, ROTTERDAM & HAMBURG.
S.S. "GLENIFFER"	23rd Nov.	GENOA, LONDON, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

**Jardine, Matheson & Co., Ltd.****The Glen Line, Ltd; AGENTS**

Telephone No. 215 sub-ex. 23 and 2896.

Cable Address

Kawakisen, Kobe.

Bentley's A.R.O. 5th Ed.

and Scott's Codes.

Telephone: Sanammy

3844, 3953.

**KAWASAKI KISEN KAISHA**

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP . . . . . ¥20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MAMATA ANI

The Company has on hand a Large Number of

**NEW CARGO STEAMERS**

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—  
Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.  
Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

**KAWASAKI KISEN KAISHA.**

No. 8, Broad Road.



## SHIPPING NEWS

## ARRIVALS.

October 18th.

**Changning**, British str., 1,421 tons, Capt. H. G. W. Walker, from Canton, with a general cargo.—J.M. & Co.

**Changning**, Chinese str., 240 tons, Capt. W. Ross, from Kishon, with a general cargo.—Cheong Fat.

**Derwent**, British str., 1,360 tons, Capt. C. B. Beustead, from Saigon, with rice and general cargo.—Thai Thuan & Co.

**Drifter**, Norwegian str., 1,102 tons, Capt. Nils Hjørth, from Sourabaya, with sugar.—Thorsen & Co.

**Dunera**, British str., 3,460 tons, Capt. W. Walker, from Shanghai, with a general cargo.—Mackinnon Mackenzie & Co.

**Glenfalloch**, British str., 1,434 tons, Capt. A. Hall, from Amoy, with a general cargo.—Seng Soon Hong.

**Gleniffer**, British str., 6,021 tons, Capt. A. Roger, from London and Singapore with a general cargo.—J.M. & Co.

**Grace Dollar**, British str., 4,061 tons, Capt. J. Tasker, from New York and Shanghai, with a general cargo.—Robert Dollar & Co.

**Hashing**, British str., 2,770 tons, Capt. W. C. Passmore, from Swatow, with a general cargo.—D.L. & Co.

**Hok Canton**, Chinese str., 556 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing.

**Hughes**, British str., 1,205 tons, Capt. R. F. Mitchell, from Hilo, with a general cargo.—B. & S.

**Hydrangea**, British str., 561 tons, Capt. J. W. Collom, from Swatow, with a general cargo.—Chiu On S.S. Co.

**Jacob**, American str., 1,621 tons, Capt. C. Appel, from Calcutta and Haiphong, with a general cargo.—P.M. S.S. Co.

**Japan**, British str., 2,857 tons, Capt. P. W. Howe, from Calcutta and Singapore, with a general cargo.—Mackinnon Mackenzie & Co.

**Kaino Maru**, Japanese str., 2,010 tons, Capt. S. Nomura, from Swatow, with a general cargo.—O.S.K.

**Kwongshing**, Chinese str., 1,336 tons, Capt. C. Stewart, from Canton, with a general cargo.—C.M.S.N. Co.

**Kanbun**, British str., 1,222 tons, Capt. D. H. Martin, from Bangkok and Hoihow, with a general cargo.—B. & S.

**Kawan**, British str., 1,143 tons, Capt. D. Williams, from Newchwang, with a general cargo.—B. & S.

**Lushan Maru**, Japanese str., 1,317 tons, Capt. T. Yashikawa, from Shanghai and Swatow, with a general cargo.—N.Y.K.

**Majestic**, British str., 1,573 tons, Capt. A. MacInnes, from Sarawak, with timber.—Nemesis.

**Princess**, Norwegian str., 600 tons, Capt. C. Ulf, from Canton.—Kwong Mow Tai.

**Taihu**, Chinese str., 1,216 tons, Capt. J. Hallet, from Shanghai, with a general cargo.—C.M.S.N. Co.

**Tean**, British str., 1,350 tons, Capt. W. McDonald, from Singapore, with a general cargo.—B. & S.

**Wingwong**, British str., 1,517 tons, Capt. F. Mooney, from Saigon, with rice.—J.M. & Co.

**Yingchow**, British str., 1,216 tons, Capt. G. Byers, from Shanghai and Swatow, with a general cargo.—B. & S.

## CLEARANCES.

October 18th.

**Atlas Maru**, for Shanghai.

**Bushu Maru**, for Takao.

**Chiepo**, for Kuching.

**Hokoyang**, for Swatow.

**Dunera**, for Singapore.

**Kansu**, for Canton.

**Kwongshing**, for Hoihow.

**Lushan Maru**, for Canton.

**Pervia Maru**, for Dairen.

**Tellinichu**, for Saigon.

**Tienstin**, for Newchwang.

**Yingchow**, for Canton.

**Yuet Wah**, for Manila.

## PASSENGERS.

ARRIVALS.

Per s.s. **Hashing**, on October 18th—Mrs. Carpenter, Mr. Han, Mr. P. H. Holyoak and Mrs. Holyoak, Dr. and Mrs. Barton, Mr. and Mrs. Mostini, Mrs. and Miss King, Messrs. G. Logan, C. Blason, E. Cobb, E. Rocha, B. Vibbles, and Rev. Fr. Marubale.

## SHIPPING MOVEMENTS.

The T.K.K. s.s. **Taiyo Maru** left Manila on October 19th, and is due at Hongkong to-morrow.

The N.Y.K. s.s. **Rangoon Maru** (New York line) left Kobe for this port via Moji on October 18th, and is expected here on October 26th.

The N.Y.K. s.s. **Iyo Maru** (European line) left Kobe for this port via Moji and Shanghai, on October 15th, and is expected here on October 27th. She will sail for Europe via Singapore on October 28th, at 11 a.m.

The P. & O. s.s. **Manila** arrived at London on October 15th.

The P. & O. s.s. **Somali** is expected to leave Colombo on October 25th.

## VESSELS EXPECTED.

**Ata Maru** (N.Y.K.), due October 22nd.

**Ata Maru** (P. & O.), due October 21st.

**Ata Maru** (Dodwell-Castle line), due end of November.

**Empress of Asia**, due November 3rd.

**Ata Maru** (N.Y.K.), due October 27th.

**Ontario** (O.P.S.), due October 28th, at 7 a.m.

**Ata Maru** (P. & O.), due November 22nd.

**Ata Maru** (P. & O.), due October 24th.

**Ata Maru** (Blue Funnel line), due Nov. 2nd.

**Ata Maru** (Blue Funnel line), due October 20th, at daylight.

**Ata Maru** (P. & O.), due November 8th.

**Ata Maru** (T.K.K.), due October 20th.

**Ata Maru** (B. & A.), due October 24th.

**Ata Maru** (T.K.K.), due October 20th.

**Ata Maru** (B.L.), due October 28th.

**Ata Maru** (Blue Funnel line), due 20th, at daylight.

**Ata Maru** (Dodwell-Castle line), due end of November.

**Ata Maru** (N.Y.K.), due November 10th.

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

## CONSIGNEES per Company's Steamer

"TELEMAOHUS"  
FROM NEW YORK.  
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 17th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 24th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 7th Nov., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, October 17th, 1921. 1617

## NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

## CONSIGNEES per Company's Steamer

"MACHAON"  
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 17th Oct.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 17th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 7th Nov., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, October 17th, 1921. 1618

## NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO AND STRAITS.

## THE Steamship

"PEMBROKESHIRE"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 25th Oct., 1921, at 5 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 25th Oct., 1921, at 10 A.M. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided and must be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHEWSON & Co., Ltd.

Hongkong, September 18th, 1921. [1620]

FOR NERVOUS EXHAUSTION

LOSS of MEMORY and DEBILITY and to the NERVES

CHAPOTEAUT'S PHOSPHO-CYCERATE OF LIME

It increases vital energy and nerve force, cures Neurasthenia, Hypertension, Insomnia, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

MARTIN'S

APPROVED

MARTIN'S

APPROVED

CANADIAN PACIFIC STEAMSHIPS LIMITED.

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama, Vancouver & Montreal.

Steamer	From Hongkong	Due Vancouver
Monteagle	Oct. 30	Nov. 23
Empress of Asia	Nov. 10	Nov. 25
Empress of Japan	Nov. 23	Dec. 14
Empress of Russia	Dec. 8	Dec. 28
Empress of Asia	Jan. 5	Jan. 28
Monteagle	Jan. 17	Feb. 11
Empress of Japan	Feb. 8	Mar. 1
Empress of Russia	Feb. 23	Mar. 13

Connecting Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Havre, Naples & Dairen.

Allotment of Cabins on Atlantic steamers held here and through tickets issued.

Early reservation necessary.

Three Transcontinental Trains Daily.

Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Hongkong Office. Telephone 752. Cable Address GACANPAC.

CHINA MAIL S.S. CO., LTD.

HONGKONG TO SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

s.s. "CHINA" Nov. 6th

s.s. "NANKING" Dec. 12th

HONGKONG TO SINGAPORE

s.s. "NANKING" Nov. 23rd

EAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE BUILDING, Telephone Passenger Dept. No. 1834.

ICE HOUSE STREET, Tel. Freight Dept. & Agent. No. 2161.

NEW SERVICE TO JAVA.

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE.

BETWEEN SHANGHAI, HONGKONG, SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA

s.s. "NILE"

HONGKONG TO JAVA: November 12th.

HONGKONG TO SHANGHAI: October 28th.

EAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE BUILDING, Telephone Passenger Dept. No. 1834.

ICE HOUSE STREET, Tel. Freight Dept. & Agent. No. 2161.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN

JAPAN, HONGKONG & JAVA

For BATAVIA, SAMARANG, SOERABAYA, MACASSAR and BALIAPAN.

s.s. "SAMARANG MARU" sailing on or about 7th Nov.

For MOJI, KOBE, OSAKA and YOKOHAMA.

s.s. "FUKUTO MARU" sailing on or about 2nd Nov.

For further particulars please apply to—

PRINCE BUILDING, Telephone Passenger Dept. No. 1834.

ICE HOUSE STREET, Tel. Freight Dept. & Agent. No. 2161.

T. K. K.

ITOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA KEELUNG, SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

Steamers	Tons	Leave Hongkong
PERSEA MARU	2000	Oct. 20th, at 10.30 a.m.
TAIYO MARU	2000	Oct. 29th.
SIBERIA MARU	2000	Nov. 15th.
TENYO MARU	2000	Nov. 27th.
SHENYO MARU	2000	Dec. 18th.

\* Calling at Dairen and omitting call at Keelung and Shanghai.

\* Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ABICA & IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	—	Nov. 9th.
RAIKYO MARU	—	Dec. 12th.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, MAN. OFF.

King's Building. Tel. Nos. 274 & 297.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, Inc.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

TO SEATTLE & VANCOUVER

\* "West Iris" 28th Oct.

To LOS ANGELES & SAN FRANCISCO

\* "West Calera" 24th Oct.

Also cargo accepted for transshipment at San Francisco and/or Seattle for weekly sailings to—

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.

HONGKONG OFFICE: 1st floor, Powell's Building, 13, Des Voeux Road, Tel. 3008.

WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and China, Japan and Philippine Island Ports.

\* "WEST JAPPA" sailing about 15th Nov.

\* "WEST IVAN" sailing about 2nd Dec.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to—

FRANK WATERHOUSE & COMPANY, 4th Floor, Princes' Buildings, Telephone 1062.

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger

SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU

AMERICAN STEAMERS

FOR SAN FRANCISCO VIA SHANGHAI, KOBE ETC.

S.S.	Leave Hongkong	Arrive San Francisco
s.s. "HOOSIER STATE"	Nov. 16th Noon	Dec. 8th.
s.s. "EMPIRE STATE"	Dec. 8th Noon	Dec. 29th.
s.s. "GOLDEN STATE"	Dec. 14th Noon	Jan. 5th, 1922

FOR SINGAPORE AND SOERABAYA

And Return HONGKONG VIA SAIGON AND MANILA.

Freight and Passenger.

s.s. "EMPIRE STATE" sailing Nov. 7th noon.

FOR SINGAPORE AND PENANG.

s.s. "JACOB" sailing Oct. 26th.

SHANGHAI-CALCUTTA SERVICE

Freight Only

FOR SHANGHAI.

s.s. "DOYLESTOWN" sailing Oct. 18th.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO. Telephone 141. Cable Address "SOLANO." Hotel Mandarins Hongkong.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong

FOR HAIPHONG via Hoihow & Pakhoi.

s.s. "TAIKWA MARU" on or about 27th Oct.

FOR KEELUNG via Swatow & Amoy.

s.s. "HOZUI MARU" on or about 27th Oct.

For further particulars, please apply to—

M. KOBAYASHI, Agent.

Branch Office, No. 37, Bonham Street, West. Tel. No. 155.

Top Floor, King's Building. Tel. No. 140.



## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, ELAGOA RAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH &amp; CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,  
Managing Agents."ELLERMAN" LINE.  
ELLERMAN & BUCKNALL S.S. CO. LTD.

FAR EAST/UNITED KINGDOM &amp; CONTINENT.

1. "CITY OF PEKIN" ...	29th Oct.	Marseilles, London and Rotterdam
2. "CITY OF DELHI" ...	15th Nov.	London, Rotterdam, Hamburg & Glasgow
3. "CITY OF MANCHESTER" ...	18th Mar.	London, Rotterdam and Hamburg

PASSENGER SERVICE.

Subject to change without notice.

For particulars of freight and passage rates apply to—

or RICE &amp; CO. CANTON.

THE BANK LINE, LTD.,  
General Agents.

## NEW YORK DIRECT

Joint Service of the

## "BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE  
ELLERMAN & BUCKNALL S.S. CO. LTD.

Sailings from Hongkong.

"CITY OF ADELAIDE" ...	via Suez Canal ...	1st Nov.
"TYDEUS" ...	via Suez Canal ...	13th Nov.
"KANSAS" ...	via Suez Canal ...	17th Nov.

\* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON. RICE & CO. CANTON.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
HANGHAI, KURE & YOKOHAMA	AMAZONE" 11,000	On or about 6th Nov.
MARSEILLE via HAI PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DUEBOUT, SUZ, & PORT SAID	"ARMAND BEHIC" 11,000	On or about 22nd Oct.
	"CORDILLERE" 11,000	On or about 30th Oct.
	"ANDRE LEON" 22,000	On or about 6th Nov.
	* Omit Haiphong and Penang.	

For full particulars regarding sailings, etc., apply to—

Telephone 740

R. BODENFUSCH,  
Acting Agent,  
Queen's Building.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, having good accommodations for First-Class Passengers, Electric Light and Fans in staterooms and Saloons, and Excellent Cuisine.

FOR

SWATOW, AMOY & FOOCHOW  
AND RETURN

(Occupying 9 to 10 Days).

"HAIHONG" ...	Capt. W. D. Passmore	FRIDAY, Oct. 21st, at 2 P.M.
"HAILOONG" ...	Capt. W. Cooper	FRIDAY, Oct. 28th, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Bluff Pier).

For Freight and Passage, apply to—

DOUGLAS, LAFRANK & CO.  
General Managers.P. & O. - British India  
Apcar and  
Eastern & Australian  
Lines

(COMPANIES Incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, Etc.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tonnage	From Hongkong (about)	Destination
"DUNRA"	5,400	20th Oct. Noon.	Singapore, Colombo & Bombay
"SARDONYA"	5,600	26th Oct.	Marseilles, London & Antwerp
"KARMA"	5,000	19th Nov.	Marseilles, London & Antwerp
"NYANZA"	7,000	26th Nov.	Singapore, Colombo & Bombay
"LAHORE"	5,300	29th Nov.	Marseilles, London & Antwerp
"SOMALI"	6,700	10th Dec.	Marseilles, London & Antwerp

## BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR" | 4,700 | 23rd Oct. | Calcutta via Straits

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"ARAFURA"	5,000	19th Oct. 10.30	Manila, Thursday Island,
"ST. ALBANS"	4,500	14th Nov. [a.m.]	Townsville, Brisbane,
			Sydney & Melbourne.

## SAILINGS TO SHANGHAI &amp; JAPAN

"JAPAN"	6,100	23rd Oct.	Shanghai and Kobe.
"BANCA"	6,000	24th Oct. 10 a.m.	Shanghai and Kobe.
"ST. ALBANS"	4,500	26th Oct.	Yokohama direct.
"NYANZA"	7,000	26th Oct.	Shanghai and Japan.
"LAHORE"	5,300	26th Nov.	Shanghai and Kobe.

## SPECIAL STEAMER.

The P. &amp; O. s.s. "EGYPT" is expected to leave Hongkong on or about the 16th January, 1922, taking passengers and cargo for Marseilles and LONDON calling at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE &amp; CO.,

21, Des Voeux Road, Central, HONGKONG.

O. S. K.  
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Wednesday, 9th Nov.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN &amp; CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"MEXICO MARU" ... Sunday, 13th Nov.

BOMBAY &amp; COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"MALAY MARU" ... Tuesday, 1st Nov.

DELHI &amp; BANGKOK via SAIGON &amp; SINGAPORE—Regular Monthly PASSENGER SERVICE.

"BUSHO MARU" ... Tuesday, 1st Nov.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand &amp; Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Via Shanghai and Dairen—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee &amp; St. Paul Railway.

"ARIZONA MARU" (omit Shanghai) ... Saturday, 22nd Oct.

"MANILA MARU" ... Friday, 4th Nov.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"SHUNKO MARU" ... Monday, 14th Nov.

NEW ORLEANS LINE via SUEZ.

"BORNEO MARU" ... Friday, 31st Oct.

JAPAN PORTS—Kobe &amp; Yokohama via Shanghai.

"ATLAS MARU" ... Wednesday, 19th Oct.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodations for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"KAIYO MARU" ... Saturday, 22nd Oct.

TAKAO via SWATOW &amp; AMOY.

"BOHEU MARU" ... Tuesday, 18th Oct.

For sailing dates and further particulars please apply to—

Y. YABUDA, Manager,  
No. 1, Queen's Building.

Tel. Nos. 144 &amp; 745.

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINE AND AUSTRALIAN PORTS

Steamer Arr. Hongkong from Australia Ly. Hongkong for Australia

Sailings Subject to Alteration

This Steamer is fitted with Refrigerating Machinery, having a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodations with Electric Light throughout and Electric Fans in the State Rooms. A day's fuelled Doctor is carried. Re-lined Ports. Cargo booked through to all Australia, New Zealand &amp; Tasmania Ports.

For freight and passage apply to— BUTTERFIELD &amp; SWIRE, Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	Ball
NEWGHWANG & THIENTSIN...	"TIENTSIN" ...	On 20th Oct.	10 A.M.
AMOY & SHANGHAI...	"SUINING" ...	On 21st Oct.	10 A.M.
SWATOW, AMOY & SAPORE...	"TRAF" ...	On 21st Oct.	Noon.
WHEILAI, CHIKOO & TIENTSIN...	"KUEICHOW" ...	On 21st Oct.	4 P.M.
SHANGHAI & TIENTSIN...	"YINGCHOW" ...	On 23rd Oct.	6 P.M.
SWATOW & SINGAPORE...	"KANCHOW" ...	On 23rd Oct.	10 A.M.
SWATOW & BANGKOK...	"CHENGTO" ...	On 25th Oct.	10 A.M.
SWATOW & SHANGHAI...	"SZECHUEN" ...	On 25th Oct.	Noon.
WHEILAI, CHIKOO & TIENTSIN...	"KUEICHOW" ...	On 28th Oct.	4 P.M.
HOIHOW, FAKHOI & HPHONG...	"KAIPOING" ...	On 28th Oct.	10 A.M.
MANILA, CEBU & ILOILO...	"TAMING" ...	On 3rd Nov.	4 P.M.

SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Tientsin and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

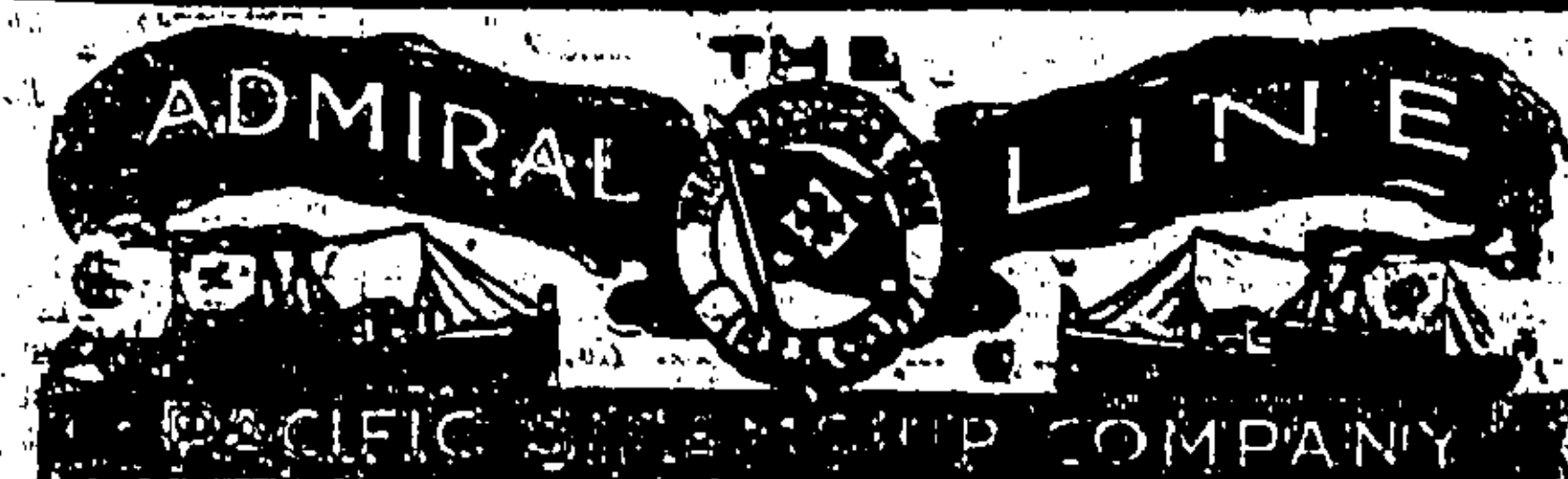
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

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## PASSENGER AND FREIGHT SERVICE

FOR VICTORIA, VANCOUVER, SEATTLE

S.S. "SILVER STATE" ... From Hongkong ... Arrive Seattle Nov. 11th

## FREIGHT &amp; PASSENGER SERVICE

"WENATCHEE" ... To MANILA ... Nov. 8th

"WENATCHEE" ... sailed ... Nov. 19th ... arrived ... Dec. 9th

S.S. "COAXET" ... For PORTLAND DIRECT ... Oct. 26th

## FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe &amp; Yokohama)

S.S. "MONTAGUE" ... Nov. 11th

S.S. "ABERCOSS" ... Dec. 7th

Through Bills of Lading issued to Overland Chinese ports.

Passenger and Freight Particulars.

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SAIGON-SINGAPORE-BATAVIA  
and other JAVA PORTS.

S.S. "LAKE ONAWA" ... Sailing 22nd Oct.

FREIGHT ONLY.

FOR SAIGON.

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Telephone 2477 &amp; 2478.

Passenger Office,

Queen's Building, 2, Ice House St.

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For NEW YORK and/or BOSTON via Panama.

S.S. "JADDEN" ... 24th Oct.

For freight space and particulars apply to—

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HOTEL MANUKOA

(17)

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Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON  
and/or  
NEW YORK

S.S. "CARLO PRINCE" ... (via Suez) Oct. 23rd

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(Incorporated in Great Britain)

8, George's Building,

Telephone 2167,

Telegrams (Furner),

3161



